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SNOW LATE TONIGHT.

Friday Clearing, With a Cold Wave.

Porecast till 8 p.m. Friday-For the Dis-

trict of Columbia, Delaware and Maryland,

rain, changing late tonight to snow flurries

with much lower temperature. Friday

clearing with a cold wave; easterly, shift-

ing to fresh and brisk northwesterly winds

shifting to brisk northwester'y winds.

For Virginia, rain and colder tonight.

Weather conditions and general fore-

cast-The cold wave which appeared in the

overspread districts lying between the

eastern part of the country and in the ex-

n the Atlantic coast districts.

STORAGE....SUBURBAN PROPERTY.....

WANTED (Houses)....

WANTED (Miscellaneon

SPECIAL NOTICES.

SPIRITUALISM PIERRE L. KEELER, 918 H ST WE DESIRE TO ANNOUNCE THAT MR. I. PAVARINI has no firther connection with Burns & Co. of 1416 Pt. ave., but that they still continue their business as contractors for electrical work and supplies.

A PEN DESCRIPTION CANNOT DO JUSTICE TO the beauty of the new spring woodens we've just received. Gray effects predominate. The best selected line of woodens and the best tailoring service awarts you here. Fit or no pay. J. FIED GATVI-EL, Tailor, 694 13th st. ja25-6d Do You Own If not, one of our \$5 Graphophoues A Brass Band? will fill the place and give you endless amssement. Hear it play at our store. Coltimous performance.

R. C. JONES & CO., 513 NINTH ST. N.W. Ja9-1m-7

Would You Save \$25

on a necessity? If so buy the
MANHATTAN TYPEWRITER at \$75.
It's the equal of \$100 machines, but
not being in the trust the price is
\$75. Superior speed-great durability. We are sole agents. 'Phone
147.
JOHN C. PARKER, 617 Seventh St. The Biggest Bind-

-ing facilities in the city. We can bind 1,000 magazines or books with the same case we can one! BOOKBINDER, 75c. vol. for magazine binding. 511 9c. st.

Going to "Paris?" Then rou'll need a good Steamer Trunk.
Over 30 styles in 7 sizes here from which
to select. A splendid Steamer \$5.50
Trunks called for and repaired.

Kneessi, 425 7th St. 1:25-10d "Flawless" Glass.

There may be "flaws" in glass, and un-less you were an expert you'd never de-tect the imperfections. Every bit of Glass in this stock is examined carefully before tect the imperfections. Every bit of Glass in this stock is examined carefully before put in stock. We'll never sell you any but "Perfect" Glass, and we'll always quote the lowest prices!

CHAS. E. HODEKIN, Glass Expert, 913 7th st. ja24-10d

'Phone 760 or drop Postal -to us and we'll call and give you an estimate for repairing the roof.
All work guaranteed.

Grafton & Son, Roofing Experts, 1023 8th st.

A Note or any sort of a letter should be written on "CorOf Thanks rect" Stationery. A complete line-all shades and sizes here. Prices that appeal to your sense of economy.

BALLANTYNE'S, 428 SEVENTH STREET.

ja24-61

PROPER STATIONERY.

CRANE HURD and WHITING set the styles in Stationery. Their Box Paper and Envelopes are correct in every detail for social and private correspondence. We have all their newest sizes and shapes—in plain white and definity tints. Lowest prices.

INTREASURY VELLUM PAPER, 30c. 1b. Eavelopes to match, 10c. pkg.

Easton & Rupp, 421 11th. Get Out of the Rut.

 Don't have : "sameness" in your printing.
 With our types-presses- and skilled printers
 we can produce striking effects!

McGILL&WALLACE, Popular-priced Printers, 1107 E. Fancy Vests Go Down!

We have nad a big season with our line of Mer's Fancy Vests. We bought the right patterns—the right materials and periced them right. But few remain—hence these price cuts:

88.90 Vests for. \$4.00
85.00 Vests for. \$2.75
85.50 Vests for. \$2.25
P. T. Hall, Shirtmaker, \$13th & F.

DOG OWNERS, DEFEND YOUR RIGHTS! JOIN DOG OWNERS, DEFEND YOU'R RIGHTS! JOIN
the Association. Subscription papers at drug
stores and other prominent places. Membership
fee, fifty cents.
Members of the executive committee and officers of the association will receive subscriptions.
BURRIDGE WHLSON, 200 6th st. s.e.,
GEO. A. HILL, NAVAI Observatory,
Dr. CECIL, FRENCH, 718 12th st. n.w.,
Executive Committee.
T. EDW, CLARK, Prest., Del. ave. and G n.e.
20SEPHALERBACH, 1st V.Prest., G23 Pa.av.n.w.
Mrs. HORACE, P. SPRINGER, 2d V. Prest.,
730 8th st. n.w.

J. B. CHAMBERLAIN, Seey., 515 11th st. n.w. WILLIAM WAGNER, Treas., 2075 Pa. ave. s.e

FATTY DEGENERATION, FLATULENCY AND Asthma cured by Medical Gymnastic at the Gym-nastic Institute, 20 3d st. n.e. JOHN E. RUEB-SAM, Dr. M. Th.

STORE LIGHTS.

Incandescent
Arc Lamps!

They give out a mest powerful light-cest little and you control the current at will.

Them is 177 if you're interested and we will send our representative to you.

U. S. ELECTRIC LIGHTING CO., POTOMAC ELECTRIC POWER CO.

Hostesses Who wish to serve punch will find Pure "Berkeley" Rye the best whisky for the purpose. It is absolutely pure and of exceptionally delicate flavor. \$1 a full quart bottle. Telephone 1141. JAS THARP, 812 F st. n.w. ja22-10d

THE INCREASE IN BUSINESS AT MILLER'S

SUBULTUALISM, — MRS. ZOLLER, SPIRITUAL MEDIUM, 802 H ST. N.W.—SEANCES SUNDAY, TUESDAY, FRIDAY EVENINGS. INTERVIEWS DAILY.

OFFICE OF THE WASHINGTON GAS LIGHT CO.
WASHINGTON, D. C., January 12, 1900.
The annual meeting of the shareholders of the
Washington Gas Light Co., for the decetion of directors and for such other business as may properly come before said meeting, will be held at the
office of the company, 417, 10th st. n.w., MONDAY, February 5, 1200, at 12 o'clock n. mon, MONThe polls will be open from 12 o'clock p.m.
WILLIAM B. ORME,
13(1)-14.

NOTICE TO OWNERS OF CITY REAL ESTATE: WM. E. SHANNON, 1410 G ST., AMES BLDG. jail-if "I NEVER DISAPPOINT."

A Very . Sweet and Comfortable Thought

It is to know that after you place an order with us for printed matter you can dismiss it from your mind - assured that at the appointed time the completed work will be de livered-and in fine shape, too. BYRON S. ADAMS. 512 11th street.

Dr. Jaeger's SANATORY WOOLEN UNDERWEAR.

The pure wool and peculiar weave excite the skin to healthy action, throw off disease germs and preserve an equable temperature of the body. Ask for illustrated Catalogue.

Tyssowski Bres., (Jaeger Agency), 726 15TH ST.

FOR SALE OR FOR RENT.

FOR SALE OR FOR RENT.

INTER-CUEAN BUILDING.

The receiver of the inter-ocean Building Company will entertain offers for the purchase or rent of its nine-story brick and stone building. No. 512 9th st. n.w., with a frontage of 30 feet 1 inch by a depth of 107.17 feet to 'wide alley. Each floor affords about 4,090 feet of space. Liberal terms will be made with purcharens, or the building will be rented as a whole crity floors. For further information apply to NATHL WILSON, Or DUNCANSON BROS., D and 9th sts. n.w.

A Perfect Shirt

Should be perfect in three particulars. should be made of perfect material. It she at perfectly. The price should be a perfect one, that is, no higher than it ought to be We make to measure "Perfect Shirts." from

\$9.00 for a Half Dozen Woodward & Lothrop.

DELIGHTFUL HOMES— With great future. Cleveland Park. Office. 610 14th st.

Trusts Placed on Record. Two deeds of trust on the property of the International Athletic Park and Amusement Company, located on the Conduit road, have been placed on record. Each trust is for \$50,000. The first is to secure an issue of first mortgage bonds, and the other to secure an issue of second mortgage bonds. The trustees named are Sam-uel T. G. Morsell and Edwin C. Clark.

NEW CABLE SERVICE

Competing Line to Cuba Favored by Business Men.

ACTION OF NATIONAL BOARD OF TRADE

Discussion of Railway Rates for Carrying the Mails.

PROCEEDINGS OF TODAY

The third day's session of the national board of trade was held today in the ban quet hall of the Shoreham Hotel. The delegates were rather prompt in arriving, and at 10 o'clock, the hour named for open ing the proceedings, the attendance was good. A good deal was accomplished yesterday when final action was reached on the important matters of one cent postage and the merchant marine, and those who have attended previous meetings consider that good progress has been made thus far in disposing of the business before the board

The first subject that came up today was a report from the committee in regard to additional cable service to Cuba, presented by Mr. E. G. Preston of Boston. He stated that the service was now exclusively in the hands of the Western Union Company, and additional facilern Union Company, and additional facilities were needed. A resolution was reported tyrsing upon Congress the passage of legislation which will allow the laying of a competing line between Cuba and the United States. Mr. Preston stated that since competition had been threatened the rates had been reduced from 40 cents a word for messages from New York to Havana to 15 cents per word. It was also stated that the business between these countries ought not to depend on one line. The report was adopted.

Railway Transportation.

A report from the committee on railroad Thurber of New York. It was pointed out that an adjustment of rates advantageous both to shippers and to the railroads could be made if the law permitted the railroads be made if the law permitted the railroads to make agreements under the supervision of the interstate commerce commission. While the committee believed that a majority of the shippers desired stable rates, yet there was a selfish minority that found an advantage in maintaining the present chaos in freight charges.

The committee further expressed the opinion that there should be some system for the classification of freight. Mr. Thurber stated that this was the report of the committee of last year and no further action was asked than that it should be made a part of the proceedings of the board, which was so ordered.

He then submitted the report of the committee appointed at this meeting, which indorsed Senate bill No. 1439, introduced by Mr. Cullom, with an amendment allowing railroads to have associations for the maintenance of fair rates for the transportation of persons and property, which rates are to be filed with the text.

portation of persons and property, which rates are to be filed with the interstate commerce commission. Mr. Thurber stated that this report was signed by all the members of the committee, with the exception of Mr. Coates of Philadelphia, who desired to be heard

of Mr. Coates of Philadelphia, who desired to be heard.

Mr. Coates then took the floor and said that he favored the Cullom bill in so far as it allowed railroads to make rates under the supervision of the interstate commerce commission, but he objected to conferring them. upon the interstate commerce commission the power of passing upon all questions of disagreement in regard to such rates. He believed this latter provision would result either in government ownership of railroads or the repeal of the interstate commerce commission law.

Substitute Offered.

He offered as a substitute for the majority report the resolutions adopted at the meeting of the board of last year, which proposed to amend the interstate commerce law by making the findings of the commission enforceable unless upon appeal to the courts they are found to be unjust or uncourts they are found to be unjust or unlawful; by enforcing absolute publicity of all rates, rules and regulations affecting transportation of persons or property; by the infliction of several money penalties for violation of the rates; by enabling carriers to make regulations and by providing a classification of freight.

It was pointed out in the course of the discussion which followed that the majority report indorsing the Cullom bill was the outcome of a compromise, as was the bill. There were features which were objectionable to many, but it was maintained that the situation would be so much improved the court of the poard, with the view of reducing the present rate paid for mail transportation.

NEW MEASURE SUGGESTED.

Proposition Before Alexandria County Board of Development.

A meeting was held yesterday afternoon in the office of R. A. Phillips, 700 14th street northwest, of the special committee of the part of the poard, with the view of reducing the present rate paid for mail transportation.

situation would be so much improved by the passage of the proposed measure that the different interests had concluded to yield something in order to secure the to yield something in order to secure the proposed legislation. It was also thought that the power now vested in the railroads of appealing from the decision of the commission, and thus bolding that decision in abeyance for years until the opinion of the court of last resort was made, affected injuriously the interests of the people of the country.

try. r this reason, it was argued, the decis-For this reason, it was argued, the decisions of the commission, as soon as reached, should be made enforceable and only set aside when the courts had so decided.

An appeal was made for united action in support of the Cullom bill, as it was claimed it represented the outcome of the discussion and work of the board for years past and promised a settlement of many past, and promised a settlement of many of the difficulties which beset the business men of the country. It was asserted that the commission is now powerless to en-

the commission is now powerless to en-force its decisions, and its conclusions have no more practical force than those of a debating society.

Upon the conclusion of the discussion, which was quite lengthy, the substitute of-fered by the minority of the committee was lost by an overwhelming vote, and the ma-jority report was then adopted by the same vote.

From the same committee Mr. Thurber offered a resolution favoring the passage of the bill now pending in Congress known as the anti-scalping bill, which was adopted.

Mr. Andrews of Pittsburg made a report from the committee on postal affairs, favoring legislation by Congress to remfavoring legislation by Congress to rem-edy the abuses of the second-class mail matter system, and thus do away with the deficit in postal revenues, which stands in the way of the adoption of 1-cent letter postage. This section of the report was adopted.

The committee further reported favorably the proposition made by the Washington

The committee further reported favorably the proposition made by the Washington board of trade favoring the immediate adoption of local 1-cent letter postage, or what are known as drop letters. This was adopted, as well as a reaffirmation of the advocacy of the board of the adoption of 1-cent letter postage generally at as early a date as possible.

date as possible.
It was stated in regard to the proposition of the committee favoring the adoption of a cheap parcel post system that merchants in the smaller centers, especially in the

CASTORIA For Infants and Children.

CASTORIA

In Use for Over 30 Years.

west, were doubtful of the advantages to them of such a system. This part of the report, however, was adopted.

A resolution was also proposed by the committee reconsidering the report adopted at the last meeting of the board on postal affairs. It was explained by the chairman, Mr. Andrews, that this resolution had reference to the report made by Mr. Finley Acker in regard to the rates paid to the railroads for mail transportation, which, Mr. Acker admitted, contained inaccuracies. He believed if the board wished to maintain its influence it should set itself right in this matter by repudiating the statements made by Mr. Acker, which are admitted to be wrong.

He went on to say that Mr. Acker had gone into this subject without the training and experience of a railroad man, and his conclusions had suffere, because of his lack of knowledge. He expressed the highest opinion of Mr. Acker a ability and integrity, and said the resolution did not impugn his motives.

Mr. Patterson's Comments.

FOREIGN POSTAL SERVICE. Page 15
FOR EXCHANGE. Page 12
FOR RENT (Flats) Page 12
FOR RENT (Houses) Page 12
FOR RENT (Miscellaneous) Page 12
FOR RENT (Offices) Page 12 FOR RENT (Planes).....

Mr. Patterson's Comments. Mr. C. S. Patterson of Philadelphia said he was a director of the Pennsylvania railroad, but he was not here as a railroad man. He rather ridiculed, in a good-natured way and with many expressions of respect for Mr. Acker, the conclusions reached by the latter in regard to the cost of mail transportation. He thought that Mr. Acker had not the experience to pass upon the questions involved, and described as airy his treatment of grave problems which puzzled trained railroad men. He then went on to speak of the work of the commission appointed by Congress to investigate this subject, the conclusions of

vestigate this subject, the conclusions of which had not been announced.

Mr. Patterson took up some of the statements made by Mr. Acker, especially one which tended to show that the profits made by the Pennsylvania railroad in mall transportation were very large. He quoted from statements made by Post Office Department officials which contradicted those made by Mr. Acker

nade by Mr. Acker. The time allowed by the by-laws to each The time allowed by the by-laws to each speaker expired, and the board, by unanimous vote, allowed Mr. Patterson to continue. This action indicated the great interest taken by the delegates in this subject and the importance attached to the utterances of Mr. Patterson as the representative of the Pennsylvania railroad, and also representing, it was supposed, the position of the railroads.

Mr. Patterson continued to discuss the points advanced by Mr. Acker in his speech of yesterday. He objected to Mr. Acker's comparison between the postal and passenger rates. He explained that in England the mails were carried in baggage cars, but

ger rates. He explained that in England the mails were carried in bagagage cars, but in this country there were mail cars which were traveling post offices, and official figures showed that 64 per cent of the mail was carried in these cars. The railroad received nothing in addition to the regular rate for such service. He denied that the postal employes did any railroad work, as the bags of mail were delivered into the postal cars by railroad employes. He claimed that this question of rates was not one of importance to the railroad interests of the city, but it was of importance that the national board of trade should be right in its facts, and for this reason he favored a reconsideration of the action of the board of last year.

Mr. Acker Responds.

Mr. Acker Responds.

When Mr. Patterson concluded, Mr. Acker said he was anxious, as was the preceding speaker, that the board should be right, but he objected to giving currency to the impression that the board had committed a grave error. He was in favor of correcting the statements made last year, to show the whole truth and not a part. He went on to say that the mistake of last year was partly due to accepting official figures, and he then proceeded to justify his course in comparing passenger and mail rates. He said he, like Mr. Patterson, favored the investigation of this subject by a commissnid he, like Mr. Patterson, favored the investigation of this subject by a commission. He renewed his statement that the present passenger rate was three cents per ton mile, while the government paid for mail transportation 12½ cents per ton mile. Mr. Acker, pausing, said he saw from Mr. Patterson's face that he differed from him, and he would like him to state where the error lay. Without rising to his feet Mr. Patterson replied that Mr. Acker was utterly wrong, but as he had already made a correction he would not repeat it.

The discussion then proceeded, several of the delegates expressing their views.

The Action Taken. After the discussion, which at times was rather animated, a resolution was adopted which affirmed that the errors in the report adopted last year do not materially affect the question and that the board re iterates its lemand for a fuller investigation of this subject by Congress, in co-op-ration with the standing committee of the beard, with the view of reducing the pres-ent rate paid for mail transportation.

board, Mr. A. M. Lothrop, to consider the p.m., 29 68. proposition to bond the county for road improvements. There were present the following mem-

bers of the committee: Messrs. R. A. Phillips, chairman; James E. Clements, W. W. Douglas, F. M. Gideon, F. J. De Lashmutt, R. H. Darby, M. E. Church and E. G. Harrison. Mr. M. O. Eldridge of the Agricultural Department was also present. After a long debate over the two bills, it was decided to propose an entirely new measure which will change entirely the method of handling the funds to be raised from the bond issue. It is proposed to make provision for the appointment of a special road commission, which beds will special road commission, which body will have complete control of all funds for the have complete control of all funds for the improvement and increase of roads. Further, it is proposed that this commission shall receive a salary and that its entire time shall be occupied in the work laid out in a set of specifications hereafter to be drawn. The money for the roads is to be expended solely by this commission, and then under the direct supervision of an expert engineer on road construction. All drafts for funds for road work must be made upon a Washington work must be made upon a Washington bank, where the entire fund is to be placed. and must be signed by all three member of the road commission.

This proposition will be laid before the poard at its next meeting.

FARMERS' CLUB

Members Discuss Proper Preparation of Soils—Other Matters.

Special Correspondence of The Evening Star. VIENNA, Va., January 24, 1900. At the semi-monthly meeting of the Farmers' Club recently "Proper Prepara-

tions of the Soil" was discussed by Capt. Kenyon, D. P. Hamblin, F. B. Weeks and others. The committee appointed at a previous meeting to recommend legislation for the eradication of peach yellows reported progress, and will report at next meeting the result of their examination of the general pest bill to be introduced in the state legislature this week, and if satisfactory the club will use every effort to secure its

The fourth-class postmasters of Fairfax ounty net here recently and organized a county league for the purpose of securing legislation by Congress in the interest of increased compensation for this class of public servants throughout the United States. House bills Nos. 1016 and 1017, introduced by Representative Amos Cummings of New York, were indorsed, and States. House bills Nos. 1016 and 1017, introduced by Representative Amos Cummings of New York, were indorsed, and resolutions requesting Senators Eanlel and Martin and Representative Rixey to use all honorable means to obtain favorable action on the Cummings bills were unanimously adopted.

The officers of the Fairfax County League are: W. D. Sweetser, president; W. B. Besley, vice president; E. L. S. Bouton, secretary, and C. M. Walker, treasurer.

FUNERAL SERVICES.

Tributes Paid to the Late Henry A.

Funeral services over the remains of Prof. Henry A. Hazen were held this afternoon at 2 o'clock at the First Congregational Church. Rev. Dr. Newman, the pas-tor of the church, officiated. The body will be taken to Deerfield, Mass., for interment. Prof. Willis L. Moore, Prof. Cleveland Abbe, Mr. C. B. Bayly, Mr. Al-CASIORIA AIGNE CONTAUR COMPANI. NEW YORK CET.

Crevitand Adde, Mr. C. B. Bayly, Mr. Alfred Wood, Mr. A. S. Caywood and Prof. G.
J. Cummings were the honorary pallbearers, while the active pallbearers were Mr.
Jerome F. Johnson, Mr. J. B. Morgan, Mr. H. L. Duncan, Dr. W. W. Foster, Mr. Ralph B. Marean and Mr, Fred Fishback. **PROTEST OF CITIZENS**

Objections Made to the B. and O. Railway Bill.

THE COMMISSIONERS GIVE A HEARING

Local Association Proposes a Substitute for the Measure.

UNDER CONSIDERATION

The District Commissioners today gave a ing, and promised that they will give the arguments and propositions presented careful and deliberate consideration.

by the bill can be as fully secured by a modification of the measure. The Objectionable Features.

Friday clearing and much colder; easterly, ciation's committee appointed to oppose the objected-to features of the bill:

"The citizens of Eckington and vicinity are in full accord with the authorities and extreme northwest Wednesday morning has citizens of the District of Columbia in their efforts to secure the elimination of grade crossings in the city of Washington and in all contiguous and improved suburbs there-of. This bill, however, provides for the closing of substantially all its streets, the middle and upper Mississippi valley and the Rocky mountains, with a fall in tem-perature of about thirty degrees in the mid-dle and upper Mississippi valley. Over the

eastern part of the country and in the extreme northwest the temperature has risen and in the upper Ohio valley and lower lake region the temperature is about twenty degrees above the seasonal average.

A storm of considerable strength has moved eastward over the lake regions, attended by rain or snow in an area extending from the great lakes over the Ohio and Mississippi valleys.

The indications are that this storm will advance eastward over the Canadian Maritime provinces, attended by rain changing to snow flurries in the middle and north Atlantic states and followed by a cold wave in the Atlantic coast districts.

Atlantic states and ionowed by a co-d wave in the Atlantic coast districts.

By Friday night the temperature will probably fall near the freezing point, along the east coast of the Gulf of Mexico, and in northern Florida, and will approach the freezing point tonight, with heavy frosts to the west gulf coast. Low temperature will continue Saturday in the eastern and southern districts.

Along the north Atlantic coast brisk to high easterly winds will shift to westerly and northwesterly tonight with much lower temperature. Along the middle Atlantic coast brisk easterly winds, will shift to westerly tonight. Along the south Atlantic coast fresh northwesterly winds will prevall.

prevail.

Cold wave signals are displayed in Tennessee and the Ohio valley and lower lake region, and over the middle Atlantic states and Vermont.

Storm signals are displayed from Sandy Hook to Eastport.

Records for Twenty-Four Hours.

Condition of the Water. Temperature and condition of water as a.m.—Great Fal's, temperature, 43; condition, 1; receiving reservoir, temperature 38; condition at north connection, 2; condition at south connection, 3; distributing reservoir, temperature, 39; condition at in-fluent gate house, 3; effluent gate house 4

Tide Table. Today—Low tide, 8:53 a.m. and 9:52 p.m.; high tide, 2:97 a.m. and 2:53 p.m. Tomorrow—Low tide, 9:53 a.m. and 10:52 p.m.; high tide, 3:09 a.m. and 3:53 p.m.

The Sun and Moon. Today-Sun rises, 7:15 a.m.; sun sets, 5:10

p.m. Moon rises, 3:04 a.m. tomorrow. Tomorrow-Sun rises, 7:14 a.m.
The City Lights.

Gas lamps all lighted by 5:51 p.m., extinguishing begun at 6:20 a.m. The lighting is begun one hour before the time named. Arc lamps lighted at 5:36 p.m., extin-guished at 6:35 a.m.

A country wagon belonging to H. Kolback of Howard county, Md., was struck by a Metropolitan electric car at 9th and P streets about 4:30 o'clock yesterday after-noon. The car fender and one wheel of the wagon were injured. No other damage wa

Catarrh of the Stomach.

A PLEASANT, SIMPLE, BUT SAFE AND EF

FECTUAL CURE FOR IT. Catarrh of the stomach has long been considered are a full or bloating sensation after eating, ac-companied sometimes with sour or watery risings a formation of gases, causing pressure on the eart and lungs and difficult breathing, headaches fickle appetite, nervousness and a general playe out, languid feeling.

There is often a foul taste in the mouth, coated

tongue, and if the interior of the stemach could be seen it would show a slimy, inflamed condition. The cure for this common and obstinate trouble seen it would show a slimy inflamed condition. The cure for this common and obstinate trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the atomach. To secure a prompt and healthy digestion is the one necessary thing to do, and when normal digest on in secured the catarrhal conditions will have distippeared.

According to Dr. Hardanen, the sefect and best conditions to the sefect and best conditions.

According to Dr. Harlanson, the safest and bea reatment is to use after tach meal a tablet, composed of Diastase, Aseptic-Pepsin, a little Nux. Golden Seal and fruit acids. These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets, and not being a patent medicine, can be used with perfect safety and assurance that healths are extracted. ent meutene, can be used with perfect safety and assurance that healthy appetite and thorough di-gestion will follow their regular use after meals. Mr. N. J. Booher of 2710 Dearborn street, Chi-cago, Ill., writes: "Catarrh is a local condition resulting f om neglected cold in the head, whereby resulting from neglected cold in the head, wherel the lining membrane of the nose becomes inflame authorities prescribed for me for three years for action of stomach, without cure, but today I am the happiest of men after using only one box of Stuart's Dyspepsia Tablets. I cannot find appropriate words to express my good feeling. I have found fiesh, appetite and sound rest from their use."

Stuart's Dyspepsia Tablets is the safest prep "Because it closes every east and west Stuart's Dyspepsia Tablets is the sarest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, billiousness, sour stomach, heartburn and bloating after mesis.

Send for little book, mailed free, on stomach troubles, by addressing F. A. Stuart Co., Marshall, Mich. The tablets can be found at all drug stores. street in Eckington except T street, includ-Mich. The tablets can be found at all drug stores

ACCOUNTANTS......Page 10 ACCOUNTAINS.

AMUSEMENTS.

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ATTORNEYS.

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AUCTION SALES.

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BUSINESS CHANCES.

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BUSINESS PROPERTY

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hearing to the North Capitol and Eckington Citizens' Association on Senate bill 2329, authorizing the Baltimore and Ohio Railroad Company to eliminate grade crossings, and for other purposes. The association was represented by its president, Mr. Irwin ley; by Mr. W. S. Chase, chairman of the committee appointed to oppose certain propositions in the bill, and by many others. Indeed, the hearing was one of the largest attended in the past several years, and not a voice was heard dissenting from the opposition expressed to the bill in its present form. At the conclusion of the hearing Commissioner Wight, speaking for the board of Commissioners, said the board has not to the Baltimore and Ohio measure, being closely engaged in preparing a report on the Pennsylvania railroad's bill. The Com-missioners, he said, had been much inter-ested in what had been said at the hearcareful and deliberate consideration.

The first speaker was Mr. Linton, who explained at the outset that he and his associates were present to object not to the proposed elimination of grade crossings, but merely to certain features in the bill, which, in their opinion, if enacted, would result in the absolute destruction of Eckington and the vicinity. He expressed his belief that the ends sought to be attained by the bill can be as fully secured by

He read the following report of the asso

closing of substantially all its streets, the maintenance of 'round houses, machine shops, yard tracks, switches and other structures necessary or proper for the accommodation of locomotives and cars for the conduct of its business or for the purposes of a freight yard' in Eckington, a highly-improved extension of the city, and nearer the business center thereof than many portions of the city within its present legal limits. The maintenance of such proposed structures in its midst would utterly destroy it for residential purposes and bring ruin to many whose all is invested therein.

destroy it for residential purposes and bring ruin to many whose all is invested therein.
"Then, again, all means of travel would be cut off between this section and the east, from New York avenue to T street, causing great inconvenience, not only to the clitzens of Eckington, but to large numbers of residents of the county, whose only means of access to the city is by way of the streets which it is proposed to close. "From a careful study of the bill and its purposes, and an intimate acquaintance with the territory involved, we are confident that the end sought by Senate bill No. 2329 can be attained without injury to the private property rights or the jury to the private property rights or the beauty, symmetry or future growth and material interests of the city. We there-

fore protest against the passage of the bill in its present form." Substitute Proposed. As a substitute proposition Mr. Linton

submitted the following, on behalf of the "1. That the proposed masonry viaduct be continued from M street northeast to include T street northeast, with masonry arches or bridges over all intersecting streets, and that the said viaduct be commenced so far north that T street will be crossed at such an elevation as not to interfere with the usual traffic.

"2. That a Y track connection between the two branches of the rock because."

The following were the readings of the thermometer and barometer at the weather bureau for the twenty-four hours beginning at 2 p.m. yesterday:

Thermometer: January 24-4 p.m., 42; 8 p.m., 40; 12 midnight, 40. January 25-4 a.m., 36; 8 a.m., 38; 12 noon, 42; 2 p.m., 44. Maximum—44, at 2 p.m. January 25. Minlmum—36, at 4 a.m. January 25.

Barometer: January 24-4 p.m., 30.16; 8 p.m., 30.10; 12 midnight, 30.03. January 25 thence in an east-southeasterly direction to a point upon the Baltimore branch of said at or about T street extended and 13th and 14th streets porthage.

road at or about T street extended and 13th and 14th streets northeast.

"3. That all yard tracks, switches, round houses, shops and other structures necessary or proper for the accommodation of locomotives and cars for the conduct of the business of the railroad, or for the purpose of a freight yard, be located at or near the point of connection of the Baltimore branch and the 'Y.'

"4. That none of the streets in Eckington 4. That none of the streets in Eckington

be closed.
"5. That all roads, switch yards and

"5. That all roads, switch yards and switches of every character be removed from the west side of the viaduct from Florila avenue to U street north, and that the construction of any such tracks west of said viaduct shall be prohibited.

"6. That the Baltimore and Ohio Railroad Company vacate its tracks from New York avenue to above 4th street east, and the roadbed thereof be dedicated to the city for use as a street to connect said avenue with 4th street.

"7. That no coal shutes be allowed north

That no coal shutes be allowed north "7. That no coal shutes be allowed north of Q street, or west of the viaduct.

"8. That in the construction of the Baltimore branch no street shall be closed."

The Explanations Made. In explanation of the substitute proposition Mr. Linton said neither the association nor the people of Eckington and its vicinity desire for a moment to inflict by their opposition upon any other section what they object to. He stated, however, that the people of Eckington pay more taxes proportionately than do those of the section which the bill proposes to relieve.

Mr. A. R. Serven also explained that the people of Eckington do not desire to oppose the elimination of grade crossings. Indeed, he said, they will do all in their power to do away with them, but not in the manner proposed in the bill. He spoke of the advantages of Eckington and its vicinity as a residential section, and of the hardships its people have endured in the past because of their belief in its future, remarking that about \$1,500,000 have been invested therein.

Reasons for Opposition. what they object to. He stated, however,

Reasons for Opposition. The residents of Eckington and vicinity he said, are opposed to the bill in its pres-

ent form for the following reasons: "Because it is proposed to terminate the masonry viaduct south of Florida avenue and substitute therefor a dirt embankment through the improved subdivision of Eck-

ington.

"Because it is proposed to authorize the railroad to establish its freight and stock yards and switch tracks, with their attendant nulsances, in this improved sec-

yards and switch tracks, with their attendant nulsances, in this improved section.

"Because it authorizes the location of shops, round houses and other structures for the purpose of storing and repairing locomotives, cars and raliroad machinery in this section, with the attendant noise from shifting and switching cars, locomotives and the din from boiler shops, the oil, grease, dirt, dust and filth of such a place, and the smoke and stench which will pollute the atmosphere and smirch the entire section.

"Because it provides for the establishment of this disfiguring institution in an otherwise beautiful and charming section.

"Because of the undesirable element, composed of tramps and criminals, that would be congregated in this vicinity, breeding crime and immorality there.

"Because it renders the section no longer suited for homes and residential purposes.

Closing of Streets.

ing N. O. P Q, Quincy, R, Randolph, S and Seaton streets, leaving open by means of Florida avenues near O street. "Because it authorizes this company to

acquire property across streets anywhere

FINANCIAL.

Saving : Trait

count and pay interest upon deposits Union Savings Bank, 1222 F THIRTY-FIFTH ANNUAL STATEMENT

NATIONAL UNION INSURANCE COMPANY OF WASHINGTON, D. C., December 31, 1899. ASSETS. Case on hand \$8,415 10 Real estate, loans, U.S. gor't bonds, etc 263,735 63 Fremiums in course of collection. 11,058 94

\$283,209 07

Capital stock (paid up in full). \$100,000 00
Estimated losses in process of adjustment. Syon to and subscribed before me this 25th day of January, 1900. PHILLP F. LARNER, It Notary Public, D. C.

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DIVIDEND NOTICE.—AT A MEETING OF THE board of directors of THE NATIONAL SAFE DEPOSIT, SAVINGS AND TRUST COMPANY OF THE DISTRICT OF COLUMBIA, beld January 15, a dividend of 1½ per cent was declared, payable February 1 to stockholders of record on closing the transfer books at 4 p.m. January 26, 1969. NOTICE TO STOCKHOLDERS OF THE WASHington Loan and Trust Conpany: The thirtieth regular quarterly dividend of one and one-haif 120 per cent on the capital stock of this company will be paid on FFBRUARY 1, 1990, when dividend checks will be mailed to all stockholders of registered address. The books for transfer of stock will be closed from January 24 to February 1, 1900, both dates inclusive. Stockholders who have changed their addresses since date of previous dividend will please notify the company, ja15, 20, 25-31 ANDREW PARKER, Treasure.

office of the chesa hours, the company, jai5,20,25-3t ANDREW PAIKER, Treasurer.

OFFICE OF THE CHESAPEAKE AND POTOMAC Telephone Company.—A dividend of one dollar per share will be payable on the 29th day of January, 1960, to the stockholders of record at the close of business on the 19th day of January, 1990, at the office of the treasurer of the company, 619 14th st. n.w., Washington, D. C.

The transfer books will be closed from the 20th of January to the 29th of January, inclusive, and January to the 29th of January inclusive, and January

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along the line of its proposed route and the property in its vicinity owned by the company, thus enabling it to not only destroy Eckington, but West Eckington as well, because of the authority to extend tracks, switches, &c., west of its present line.

"Because it stops all further improvement of substantial character for a considerable distance west of its property and north of Florida avenue.

"Because it will effect ally prevent the development of the contiguous section to the northeast, east and southeast of the proposed yards.

proposed yards.
"Because it must necessarily destroy the

greater portion of the value of the property and improvements in this highly improved section.

"Because :t practically confiscates all of
the property in the immediate section, as
after it becomes a law it will not be possible to find purchasers for it.

"Because the bill contains no provision

for compensation to the property owners who will be peruniarily damaged by it. "Because it will absolutely blot out this most beautiful suburb of Washington. "Because all of this damage and loss is entirely unnecessary and uncalled for.

Views of Members. Mr. Serven enlarged upon the fourteen reasons given by him, remarking that if the bill should become law in its present shape the people of Eckington might a well pull out. The bill, he added, authorizes the railroad company to acquire property in the vicinity by gift, and if it should be enacted as introduced that would, in his

erty in the vicinity by gift, and if it should be enacted as introduced that would, in his opinion, be about the only possible way for people to get rid of their Eckington holdings. They certainly would not be able to sell it, he asserted, and he very much doubted whether anyone, except the railroad company, would even then take it as a gift.

Mr. W. G. Henderson, also a resident of Eckington and a member of the association, followed Mr. Serven, mentioning with approval all that had been said by those who preceded him. In ridding one section of the city of the evil of grade crossings Congress has no right, he said, to make another suffer. If the bill should become law in its present form, it would be a monstrous wrong to the people of Eckington and its vicinity, one from which they would never recover, for once the railroad company is given possession it will never vacate its holdings. The bill, he pointed out, proposes to remove the company's warehouses from a business section and place them in a purely residential one. He asserted that there is nothing in the company's contention that it cannot raise its tracks high enough to keep open the streets of Eckington. No streets and no pany's contention that it cannot raise its tracks high enough to keep open the streets of Eckington. No streets and no roads essential to the convenience of the people, he declared, should be closed. The Rev. S. W. Pond and Mr. P. A. Auer spoke in a similar strain, and Mr. Daish expressed the hope that the r. company would be required to comp all persons for damages suffered.

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